

Intimations.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 8th February, 1900. [3

257 THE VICTORIA DISPENSARY
HONGKONG.

12th October, 1898

Hongkong, 10th March, 1900.

HONGKONG HOTEL.

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &
LANE, CRAWFORD & Co.

"CLAYMORE."

FINE OLD SCOTCH WHISKY

SOLE AGENTS:—
THE VICTORIA DISPENSARY
HONGKONG.

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

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THEATRE ROYAL,
CITY HALL.

THE EVENT OF THE SEASON.

HENRY DALLAS
MUSICAL & DRAMATIC
COMPANY.

LAST FOUR NIGHTS

TO-NIGHT!

TO-NIGHT!
(THURSDAY).GRAND REVIVAL FOR THIS NIGHT
ONLY.

Of the Delightful Japanese Opera.

'THE GEISHA'

With all the ORIGINAL SCENERY, DRESSES
and EFFECTS from
DALY'S THEATRE, LONDON.The Theatre will be
CLOSED TOMORROW (FRIDAY),
in order to allow the arrangement to be carried
forward for the

GRAND PRODUCTION

SATURDAY NIGHT!

SATURDAY NIGHT!

of the Gorgeous Drury Lane Pantomime—
THE
BABES IN THE WOODWith all the Original Scenery and Music
as at Drury Lane Theatre, London.

FULL ORCHESTRA AND CHORUS

Musical Director, W. FLEMING VALLANCE.

The Magnificent Scenery,
specially painted by W. H. PULLFORD.The whole production under the direction of
MR. HENRY DALLAS.

MONDAY NEXT MONDAY.

Grand Production for the first time in the
East of the latest and Greatest Musical
Success which ran to crowded houses for
over a year at Terry's Theatre, London.

THE FRENCH MAID

With New and Elaborate Scenery,
Costumes and Effects.

PLAN at ROBINSON PIANO CO. Usual Prices.

Doors Open 8.30. Commence 9 p.m.

A late Train will run to the Peak 15 minutes
after the Performance.BERTRAM HERMANN,
Business Manager.

Hongkong, 10th May, 1900. [604b]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at
the HONGKONG CLUB on TUESDAY,
the 22nd inst., at 8 p.m.Members intending to be present are re-
quested to send in their Names to the HONOR-
ARY SECRETARY on or before FRIDAY, the
18th inst.The Secretary will be glad to receive the
Names of Devotees wishing to join the
Society.MOWBRAY S. NORTHCOTE,
Hon. Secretary, Hongkong Club.

Hongkong, 10th May, 1900. [607b]

NOTICE.

THE Proposed Sale of the Reclamation of
MARINE LOT NO. 55 is POSTPONED
INDEFINITELY.C. EWENS,
Solicitor for the Vendor.

Hongkong, 10th May, 1900. [603b]

THIS Piano subject looking into
it. For, whereas, if you get a Good Piano
at a Low Price you can sell it at a fair Price
without difficulty should necessity arise, if you
pay a fictitious price for a poor piano you can
hardly realize anything on your investment.The pianos sold by us, besides yielding daily
musical dividends, hold the money invested
much safer than ordinary instruments, for the
construction is honest and economical through-
out.Several Pianos returned from hire in good
order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted
for the sake of showy external features.

Hongkong, 10th May, 1900. [606b]

he is caught and loses his masts or is driven ashore. We should like to ask the Harbour Authorities how it is that they never give such an order? They are apparently ready enough to prosecute a captain for being a few yards out of the fairway or committing some other trivial breach of the Harbour Regulations, but when it comes to a man endangering his ship and her crew and the other ships lying in the vicinity by not sending down top-gallant masts and yards no notice whatever is taken and he is allowed to do as he pleases. If precautions are necessary, surely it is equally necessary that they should be strictly enforced.

THE FETE TO THE CAPTAIN AND OFFICERS OF H.M.S. "TERRIBLE."

Inasmuch as the British Community will be the hosts at the Fete to be given to the Captain and Officers of H.M.S. "Terrible" on the Cricket Ground on Tuesday next, the 15th inst., no cards of invitation will be sent to any British Resident.

The Fete will commence at 9.30 and will close at 11.30, and there will be late Trams at 11.40 and 11.50.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

THE NORTH BORNEO TROUBLE.

FURTHER ATTACKS FEARED.

FROM OUR OWN CORRESPONDENT.

LAHAR, May 10th.

There is nothing fresh to report from Kudat itself, but the coast ports are in an excited state and are fearing attack. A force of British North Borneo Constabulary is pursuing the enemy with the usual result.

SARAWAK AND BRUNEL.

The Rajah of Sarawak's expedition turns out to be most important. It consists of fifteen hundred men, part proceeding to the Trusan River and part to the Baran River. The Rajah is said to have organized the affairs of Muara, which is in the Sultan of Brunei's territory, without the Sultan's permission and by so doing threatening the latter's sovereign rights and with no protest upon the part of Great Britain, the protecting power.

THE TRUSAN EXPEDITION.

It is reported that the contingent sent to the Trusan River under the command of the Rajah Muda has experienced considerable trouble and has halted to await re-inforcements coming from Sarawak with Rajah Brooke four days hence.

THE TRIBES IN ARMS.

The hinterland tribes are said to muster ten thousand strong and to be well armed. It is reported that they refuse to consent to the Rajah's benevolent assimilation and decline to pay tribute which has never yet been exacted by the Sultan of Brunei.

RECEIVED AT 4.40 P.M.

Published at 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

MAFEKING.

CARRIER PIGEONS USED.

LONDON, May 8th.

News from Mafeking 22nd April states that the garrison can hold out as required, with ease.

News from Col. Plumer's Camp 26th April states that the Boers at Mafeking are being gradually re-inforced, and the force is now estimated at 3,000. Col. Plumer has communicated with Mafeking by pigeon post.

NOTES AND COMMENTS.

Typhoon Precautions.

The other day we called attention to the fact that a law obliging ships to send down their upper masts and spars during the typhoon season while lying in Hongkong Harbour was greatly needed in order that a certain amount of protection might be afforded to life and property. It has now been pointed out to us that the Harbour Master has power to compel masters of ships to send down spars or otherwise take precautions, for Sub-section 5 of Section 24 of Part II of the Harbour Regulations reads:—

"Every such master shall immediately strike spars, clear hawsers, or shift berths, or obey any other order which the Harbour Master may think fit to give, and any master wilfully disobeying, or neglecting this regulation, shall be liable to a penalty not exceeding two hundred dollars."

It is quite unnecessary to say that such an order is seldom or never given to the sailing ships visiting the Port. Now and again a new skipper arrives here who has never before been on the China coast and in whose mind a wholesome dread of the terrible typhoon has been steadily growing ever since he passed the Sunda Straits and entered the China Sea. He arrives in Hongkong and before sending his crew ashore makes all the necessary preparations for a severe blow. He lies here for a considerable period and the blow never comes, but he has some extra work in getting his spars up again. Next time he comes in he trusts to luck, and so it goes on until such time as

NATAL.

General Buller's cavalry operating in the direction of Van Reenen's pass found the country clear of the enemy.

LATER.

THE ADVANCE IN THE FREE STATE.

BOERS WILL FIGHT AT THE ZAND RIVER.

The Highland Brigade now occupies Winburg. General Buller has joined and Col. Hutton has reached Welgelen Station.

It is reported that the Boers intend to make a big stand at the Zand River.

MAFEKING.

Reuter's correspondent at Mafeking 28th April says that, despite of daily

decreasing rations and a slight outbreak of typhoid, the garrison is determined to resist for six weeks more.

WEATHER REPORT.

The Observatory report says:—On the 10th at 11.55 a.m. the barometer has risen in Japan, and is inclined to fall on the China coast. The high pressure area has moved Eastwards, and is now central over W. Japan and the Loo-Choo. Gradients slight to moderate for E. and S.E. winds on the China coast. FORECAST: Fresh to moderate E. winds; fair.

LOCAL AND GENERAL.

CAPT. W. H. FAWKES, who was last here in the *Mercury*, stands second on the list for promotion to Flag rank.

THE steamers of the Scottish Oriental line were formally transferred from the jurisdiction of the British to that of the German Consular Court at Bangkok, on the 24th April.

WE hear that during the heavy squalls the other night H.M.S. *Tamur* heeled to such a degree as to put her boat booms in the water. If she does this in a squall, what will she do in a typhoon?

SIR Robert Peel, grandson of the great Sir Robert, nephew of Viscount Peel, ex-Speaker of the House of Commons, and one of the godsons of the Prince of Wales, is about to take to the stage.

MR. Bell this morning obtained a summons against four chair coolies for disorderly conduct. It was discovered, however, that these coolies belonged to the firm with which Mr. Bell himself is concerned, so the summons was withdrawn.

THE Secretary of the Punjium Mining Company, Limited, advises us that he received to-day, the following telegram from the mines: "Ten stamps crushed 1,000 Tons, obtained 264 ounces of Gold, now ready for shipment."

IN one of the recent attacks, the Boers were so surprised that they left everything behind just as it was. In one room was found an open razor and a shaving brush with the latter fresh upon it. Evidently that Boer was in danger of having a close shave.

DURING the concert last night, part of the plaster work under the dress-circle on the left hand side gave way, and the *Jacks* underneath were treated to a nice shower of loose plaster and dust; two of the men got rather nasty blows which did not, however, prevent them from remaining until the curtain dropped.

IN the mail papers appears the announcement of the death on March the 29th, of wounds received at Ladysmith, on the 6th of January, while serving in the Imperial Light Horse, of Charles Cecil Atlay, fifth son of the late Bishop of Hereford. He was a brother of Sub-Lieut. Harold Atlay (on this station in the *Undaunted* with Capt. Halifax, about four years ago), and of the Rev. Mr. Atlay, a missionary, massacred and eaten by natives in British East Africa several years ago.

INDIAN Police Constable No. 761 was this afternoon charged at the Magistracy with having assaulted a ricksha coolie near Thomas' Grill Rooms last Sunday morning.

IT will be remembered that the constable charged the coolie with disorderly conduct on Monday morning, but from the evidence given by Sapper Portsmouth R.E. the Magistrate ordered a summons to be made out against the Constable.

ACTING Magistrate Mr. Halifax fined the prisoner \$6 and ordered him to pay \$4 compensation to the coolie.

THE almost proverbial "A rat in Lloyd's" makes the ordinary reader overlook the fact that there are other ship-surveying associations dealing with the classification of ships. The British Corporation is the only other British society, but it seems to be doing good work; it recognises that the size of the propeller, especially in the case of lightly loaded ships of full design, has much to do with the question of shaft breakages, the size of ships and propellers having increased, without any corresponding increase in the size of the shaft. A few years ago ships of the whale back and turret-deck type could not obtain recognition at all in England. The Corporation assigned loadlines to them satisfactory to the owners and creditable to the Registry. In short progressive ship-building, assessed by progressive experts, seems to be the principle upon which the Corporation works.

DEATH OF MR. LI SING.

WE regret to record that a much respected member of the Chinese community, in the person of Mr. Li Sing, passed away on Tuesday morning last. Mr. Li Sing had been somewhat indisposed for some time past, and as it was not until a few days ago that he took a turn for the worse, his death was rather unexpected.

Mr. Li Sing leaves landed property valued at some four millions of dollars, the bulk of which has recently been divided among his eight sons. Mr. Li Sing was in his 71st year and will leave many to regret his loss in the Colony.

SHIPPING REPORTS.

Capt. J. T. Davies, of the steamship *Chelydra*, from Calcutta, Penang and Singapore, reports: "Fine throughout with light winds and S.W. monsoon."

Captain Th. Groves, of the steamship *Kong Wai*, from Bangkok, reports: "Light southerly winds and fine weather, thence to port fresh N.E. wind with increasing sea."

Captain D. F. F. Lawrence, of the steamship *Carlton*, from Shanghai, via Wuhu, reports: "Shanghai to Wuhu light breeze and fine weather, Wuhu to Hongkong moderate breeze and overcast."

Captain J. T. Douglas, of the steamship *Formosa*, from Swatow, reports: "Moderate N.E. wind and sea, and fine clear weather. Vessels in Swatow on the 9th inst.: *Kwang Sang, Ichang, Kaishang, Chunshan and Prosper*."

RECEPTION OF H.M.S. "TERRIBLE."

A Terrible Toast.

The Terrible Toast I have to propose. Of the Terrible Terrible crew, Who the Terrible of Hell, on the Terrible Veldt, Spread to Boers and their allies too.

A Terrible lot are you Terribles, And a Terrible name you bear, And a Terrible welcome we'll give to you, When we think of your actions there.

You went to the front at a Terrible pace, Took a Terrible four-inch gun, And a Terrible death around the place, Till the Boers were forced to run.

And Terrible shots we hear you made, O'er the Terrible Modder stream, They were Terrible straight, so the Boers admit, Who heard the shrapnel scream.

'Twas Terrible hard you Terribles worked, In that Terrible thirsty land, And a Terrible harvest of death you brought, Wherever you made a stand.

We'd have thought it Terrible, too, to see, When a Terrible four-inch spoke, The Terrible way the Boer collapsed, In a smother of blood and smoke.

It wasn't superior force they feared, But the Terribles' Terrible fire— If what I relate isn't gospel truth I'm a Terrible handy liar.

We're Terrible proud of you, Terribles! And Terrible glad are we, The crowd of you here to greet, my lads, So Terribles, here's to ye.

THE TELEGRAPH TERROR.

The Review.

As announced in our yesterday's issue, the men of H.M.S. *Terrible* who took part in the South African campaign were reviewed by Major General Gascoigne, the Officer Administering the Government on the Parade Ground below St. John's Cathedral. Half-past five was the appointed hour, and long before that time, all the available space around the ground, was occupied by a large crowd including nearly, if not all, the ladies of the Colony. Scarcely indeed have we seen the fair sex turn out in such large numbers to witness a review of the *Terribles* should be proud of the compliment thus paid to them. The saluting point was situated at about the middle of the eastern boundary of the ground and round it were grouped the Members of Council, the Consuls, the Government servants, members of both Services and a number of ladies, while some Italian officers attended in full uniform to do honour to the *Terribles*. The Volunteers, under Lieut. Colonel Sir John Carrington, Kt., C.M.G., were there in force and a guard of honour a hundred strong, commanded by Capt. Ordish supported by Lieuts. Shade and Funnell, received the *Terribles* with a general salute upon their arrival, while another hundred men, under Lieut. Sayer took post on the north side of the ground.

Major General Gascoigne was attended by Lieut. Colonel The O'Gorman, D.G.O.C. Capt. the Hon. H. W. Trefusis, A.D.C., Commodore Powell, C.B. and Captain Percy Scott, C.B. The *Terribles*, under Commander A. H. H. Limpus, some four hundred and fifty strong, were drawn up in line across the ground facing the saluting point and having saluted the General and been inspected by him were marched forward and formed into three sides of a square.

His Excellency then addressed them as follows:—

Commodore Powell, Captain Scott and all ranks of Her Majesty's ship *Terrible*, the people here, your fellow countrymen of Hongkong, were anxious to give you a welcome on your arrival here, and they asked me as Acting Governor, in the absence of Sir Henry Blake, the Governor, to hold a review of you that they might see you and welcome you. Naturally I was exceedingly pleased at having the honour thrust upon me as Officer Commanding. I should not naturally have been entitled to the honour of holding a review of a body of men composed entirely of the sister service, but I am glad to be able to do so. Some of the Officers commanding, who are naturally in the habit of frequently reviewing large bodies of troops, that I never wish to see a better parade. The men present a magnificent appearance, though some of them perhaps look a little finely drawn after the work they have been doing. The turn-out is excellent and reflects the highest credit on all concerned. I should like also to say as General Officer Commanding, and therefore as the senior representative of the troops, that we, the soldiers of the Garrison of Hongkong, in company with the civilians, have been looking almost with breathless interest at how things were going on in South Africa. We soldiers are ready to acknowledge with grateful admiration the help accorded us on more than one occasion by the men of the sister service. It is not too much to say that on more than one occasion the co-operation of the Navy probably prevented what would almost certainly have been a disaster, and turned it into a success (cheers). And we, the soldiers, are the first to acknowledge this. Nor is this confined to South Africa, but our national history shows us how many cases there have been where the soldiers of the Queen have been helped out of difficulties by the sailors of the Queen. I might say without any boastfulness whatever that, as a matter of fact, when the sailors and the soldiers of the Queen are fighting together they are hard to beat (cheers). I will not detain you any longer. You will receive elsewhere a more pleasant and a more cordial welcome. I again repeat that I am extremely honoured that through an accidental circumstance I should be the one to officially welcome you on arrival in Hongkong, and I feel quite certain that, before your stay here is ended, like your friends of your sister ship, the *Powerful*, you will make many friends in Hongkong and look back on your stay here, as all do, as one of very great pleasure (cheers).

The men were then formed into four and, with the band of the Royal Welsh Fusiliers at their head, marched off the ground being loudly cheered as they passed along. Billy, the goat, appeared to be justly proud of his position at the head of the first line of defence of the British Empire and held his glided horns aloft in truly martial style. On all sides admiration was expressed at the smart appearance of the men and their fine sailor-like bearing, and a stalwart lot they looked, quite capable of meeting anybody or anything. The Marines, too, who brought up the rear, came in for their full share of the cheers and one felt proud to think that one was a Briton and consequently part proprietor of Her Majesty's Sea, Land and Air Forces.

Taken full and large, as Jack would say, the review was a decided success, the only regret being that the men could not land in their khaki, with the guns mounted on Captain Scott's Carriages, and show us how the "handy man" trundles the big four-point seven round. However, the men were the principal part of the show, for it is the man behind the gun that brings the victory, and of the men Hongkong were enabled to take stock, and were by no means disappointed.

The Dinner.

After the blue-jackets had divested themselves of their equipment at the Naval Yard, they were marched to the City Hall, where they

were met by their chums in the sister service. With excellent tact and consideration the Reception Committee had given orders to the representatives of all the regiments in the garrison, these representatives were not confined to non-commissioned officers, but privates being included, Jack was made to feel quite at home alongside of Tommy.

The stairway at the City Hall was tastefully decorated, St. Andrew's and St. George's Halls only required a few flowers down the tables and flags to drape the picture of Her Majesty the Queen, to make their appearance sufficient to satisfy the most aesthetic. The doors dividing the two halls were open, the tables arranged at right angles in either room, those in St. Andrew's being east and west, those in St. George's north and south. A special table was placed under the Queen's portrait for the gubernatorial party; we cannot say if the above expression is quite correct as the Officer now Administering the Government is also our popular General Officer Commanding, and by his inability showed that he was, in the capacity of a soldier, acting as fellow guest to his naval brothers in arms. However, at this table were seated Lieut. Col. Sir John Carrington, Kt., C.M.G., H.K.V.C., who, as head of the British Community in Hongkong, was host and therefore presided, on his right in the post of honour, sat the man who had led the *Terribles* through their many engagements in South Africa, Captain Percy Scott, every inch a sailor, while on the left was H.E. the Officer Administering the Government (Major General Gascoigne, C.M.G.). The other gentlemen at this table were:—the Hon. J. J. Keswick (the Hon. P. Chater, C.B., and Mr. Moffat A.N. (Secretary to Commodore Powell)). In St. Andrew's Hall no special table was provided. Mr. H. E. Pollock took the chair and was supported by Commodore Powell, C.B., the Hon. Captain Trefusis, A.D.C. to the G.O.C. Mr. J. J. Francis, Q.C. who had discarded civilian attire and wore the full dress uniform of a Captain in the Field, Battery H.K.V., with the China medals which he had won in his younger days. As the Reception Committee and the gentlemen who had kindly promised their services towards the Concert were also present at the dinner, there was a fair sprinkling of civilians noticeable at the heads of the tables. Over seven hundred sat down, the military, and not forgetting American blue-jackets, mixing freely with the visitors. The very necessity of such a gathering of all the comestibles carved and placed in the plates on tables before the party sat down so that as soon as the grace, which was sung standing, conducted by the Rev. G. R. Vallance, was over, the men had only to sit down and start "full speed ahead" with their knives and forks, judging by the tables after the meal, proved as effective in their hands as the more deadly bayonet had done in South Africa. While the diners are busy we will give the menu, which it will be noticed was almost as varied as the one mentioned in the Irish dirty. Nor was it a dry dinner, as the members of the Community were constantly on the look out for the tables filling empty glasses with shandy-gaff, and it speaks volumes in praise of the *Terribles* that although debarr'd from intoxicating liquors for the last seven or eight months, there was not a single man who showed signs of having imbibed "not wisely but too well."

MENU.

1.—Roast saddle of Mutton.
2.—do Turkey.
3.—Boiled Ham.
4.—Roast Beef.
5.—Corned Beef.
6.—do Tongue.
7.—Roast Capon.
8.—Sheep's Head Pie.
9.—Eggs in Holland Sauce.
10.—Chicken Mayonnaise.
11.—Lobster do.
12.—Boiled Potatoes.
13.—Green Peas.
14.—Cabbage.
15.—Vanilla Ice Cream.
16.—Chocolate Ice Cream.
17.—Mince Pie.
18.—Jacket Potatoes.
19.—Spiced Cakes.
20.—Compliment Tartlets.
21.—Finger Cakes.

Fruit. Coffee. Cheese. Butter.

When the pangs of hunger (when is a sailor or soldier not hungry?) had been slightly modified, conversation became general, Tommy drinking in Jack's arms of the war voraciously. Some of these yarns required full glasses of shandy to wash down, but when it came to a sailor telling his military chum that he had a comrade who had had all the buckles on his field equipment taken off by a shell without the man receiving any injury, the soldier gave in to naval superiority as disciples of Baron Munchausen; and refused to swallow the yarn even with the aid of two glasses.

Every detail had been carefully thought of, and much confusion saved by the provision of a bugler who, being under the immediate command of the Chairman (Mr. Pollock), the men in St. Andrew's Hall were thus kept thoroughly in touch with what was going on in St. George's. By this means when the time for the toast "Her Majesty the Queen" came, a blast brought every body to their feet with glasses charged. The toast was drunk with musical honours, "The Queen, God Bless Her" being earnestly uttered around the two rooms.

After dinner the speeches which we give below were made; unfortunately, the men in St. Andrew's Hall were unable to hear the General's remarks, this deficiency, however, was partly rectified by Mr. Geo. Lammer, who standing in the doorway gave the signals for commencing and stopping the cheering. Captain Scott noticed this and courteously came to the bottom of the room, so he was heard by all; the speech was given with true naval bluntness and expression, the hosts being deeply moved by the depth and sincerity with which he expressed on behalf of his men their thanks. Words cannot express the manner in which his invitation to cheer was responded to; we should feel thankful that the City Hall is not a jerry-built structure.

H. E. the Major-General said:—I am not going to inflict a long speech upon you now. I have very little to add to what I had to say on parade to you but an hour ago, but I should just like to say this, and perhaps you do not all realise it; and I am the only man here in Hongkong who can say it, and so I like to take the opportunity of saying it. Do not for one moment think that we in Hongkong have been looked on at the war determined to do nothing at all but look on. When the war first began there was a Corps here—there is a Corps here now—called the Hongkong Volunteers. These men came forward voluntarily and offered their services, mind you before any of the colonials had offered theirs. While there was nothing strange, thank God! about a number of young Englishmen offering their services, the extraordinary part of this offer was that a number of the rich people of Hongkong, a number of the leading citizens, said that they would pay the whole of the expense of transferring guns and men to South Africa (Applause). Well, now I am speaking as General Officer Commanding the troops. When I offer first came to me, I thought to myself in my heart of hearts that I could ill spare these men, but that the offer was so unusually handsome and generous that I could not avoid laying it before Sir Henry Blake, the Governor. Well, the people at home, when they heard the condition of Hongkong and the strength of the Garrison of Hongkong, were wise enough to refuse the offer, and so it fell to the ground; but the offer was generously and extremely liberally made, and therefore I take this public opportunity of mentioning it.

Well, then, the people in Hongkong, not being able to serve in their persons did not sit down and do nothing. No, they called meetings, and they said "While we are not able to send out any men from Hongkong we will do the next best thing, and that is we will help those who are serving." (Applause.) We will help their wives and their widows and their relations. Well, they called meetings, and I am glad to say that I was called to one of those meetings at the beginning. When the matter was first mentioned—mind you, men of *Terrible*—I thought we might perhaps raise a matter of £1,000, or at the outside, £2,000. But what do you think was the sum of money raised here? I was surprised to learn that it was over £15,000. (Loud applause.) I consider, and I am sure you will all agree with me, that that was a magnificent effort of generosity. (Applause.) Now comes Hongkong's welcome to you. The Hongkong citizens determined to give you a welcome which would be acceptable to you and agreeable to you. They were very anxious—because, again, they took me kindly into their councils—that they should give you a welcome which would be pleasing to you, and yet, at the same time, that they should not develop into anything hysterical, which might cause it to appear as though we Englishmen were surprised that the sailors of the Queen had done their duty. (Hear, hear.) And so you see the welcome we have given to you to-night, and you will see the welcome which will follow. I think I am justified in saying—I am the only man who can say this, I am a looker-on, having nothing to do with Hongkong beyond the fact that I am the General Officer Commanding for a few years—that in Hongkong there has always been a feeling for the soldiers and the sailors of the Queen that I think reflects high credit on the whole community of Hongkong. (Applause.)

Hearty cheers were given for the citizens of Hongkong and for the General Officer Commanding.

Captain Scott observed:—You have heard what the General Officer Commanding, who is at present the Governor of Hongkong, has said. When you were all at the front you were able to appreciate the luxuries sent to you in the shape of pipes and tobacco and various other things, which were sent to you owing to the liberal contributions raised in this colony, and so you are well able to appreciate the liberality of the citizens of Hongkong (applause) and appreciate this very large sum of money Hongkong provided. (Applause.) You have now got to appreciate the very magnificent reception the citizens have given you to-night, and I ask you now to give them the same cheer for the Entertainment Committee of Hongkong. Sir John Carrington said:—We will not prolong the speech-making, as it is time to get to another wing of the building, where the smoking concert will be held, but I should like on behalf of the British community of Hongkong to return thanks to Captain Percy Scott for the kind words he has said about them, and to you for the way you received those kind words. I can assure you it is a great pleasure to have you here and to entertain you, and I hope, as I said on board the *Terrible*, we shall be able to make your stay in Hongkong agreeable to you. (Loud applause.) We will realise how hard you must have fought for the country, and we are glad that the time has come to give you a little pleasure and recreation. (Hear, hear.) I again thank you very much on behalf of the community of Hongkong for the kind way in which you have received their hospitality. (Loud applause.) The company then adjourned to the Theatre for the smoking concert.

The Smoking Concert.

Up till now, with the exception of the dinner, which was decidedly a labour of love, the *Terribles* had been in a state of less or more doing their turn to be the spectators, and right well they departed themselves. One very great advantage they possessed, as they had been away from civilization so long that the songs, jokes etc. given on the stage were new to them, and therefore the more acceptable. The programme had already been published and a most enjoyable time was expected. The seating accommodation even with the largest of buildings is limited, and so many who would have paid, and paid well, to have been present could not get the necessary invitation. This desire can well be guessed by the following. An invitation had been sent to the large number of Europeans are employed, a discussion arose as to who should avail himself of it. It was at last decided that the ticket should be put to auction, the proceeds going to the fund. This was therefore done and the ticket for the usual \$3 sent in the Dress circle was knocked down for \$5.50. We do not think that the purchaser had cause to find fault with his bargain either, the patriotic sentiment evoked by hearing 1,000 British soldiers and sailors joining in the choruses was quite worth the money, besides the very high class programme that was given.

A pleasant surprise awaited the Committee and the laughing public who were unavoidably kept on the wrong side of the entrance, by finding that the arrangements that had been made for seating the invited guests allowed of a far greater number being present. Tickets were then freely distributed and in less than no time the hall was packed, care being taken that it should be not uncomfortably so. On the raising of the curtain Mr. Mitchell, who acted as Master of the Ceremonies announced that the programme was extremely lengthy and asked the audience not to press or except on any one being made in favour of the two ladies who so kindly had consented to assist. He, however, promised that, should time permit, encores would be allowed. Most of the performers are old friends of frequenters of concerts in this Colony, and so must not feel slighted by our not dilating at length on their turns, only want of space preventing us from saying pretty things about each. We will, however, enlarge on the programme by giving brief descriptions, not criticisms, of those not so well known. Pie Bond's recitation was a series of variations of the manner in which "Tennyson's Charge of the Light Brigade" was recited at a social gathering at which the reciter was present. Mr. Alec Marsh was in fine form when singing "The Handy Man." In the programme this was shown as composed by Mr. A. C. Ward, and a very pretty tune he has made of it. It is splendidly suited to Mr. Marsh's style but rather too classical for the ordinary audience, the result being that they were not able to join in with the heartiness that was expected, though the words for the choruses of the two verses had been dealt round previously. Mr. Ferrell's Musical Sketch was very well received. This eastern water, representing the scene of a sweet fourteen and the *héroïne* of the young man who has attained the first bloom of manhood. The entire company assisted Miss H. Peel who sang "Listen to the Bells." The play from which this song is taken is so popular in Hongkong that no words of description are required. Hibernian atrocities—very aptly named, as the jokes made by them were worse than the Bulgarian atrocities—we will let our readers decide. Why was the Naval Brigade in S. Africa like a Doctor? Because it relieved Lady Smith. What do you think is the best solution for the Transvaal? The 47 guns. The

next one fairly doubled up poor Michael. Why is it that "Hobs" has not yet reached Pretoria? Because he has a blooming foina toime at present. We dare say the names Messrs. Michael O'Flaherty Casey and Patrick Murphy rather puzzled our readers, and many asked who they were? Well, Casey is our old friend Mr. Sexton in a new guise, he has been King, waiter and jester and now blossoms forth as Pat and does it equally as well, if not better than his former roles. Mr. Caldwell, also of pantomimic fame, was to have personated Patrick Murphy. The Malarial mosquito decreed otherwise; Mr. Caldwell was laid up at the last moment. Mr. Murphy, better known in the august circles of the Engineers' Institute was telegraphed to and proved himself as well able to tackle Paddy's idiosyncrasies as he is able to disintegrate a piece of machinery. A most clever turn was the result; very few, if any, being aware that only one day had been allowed for rehearsals.

In the second part the audience would not allow Mr. Marsh to retire without an encore and, as time permitted, he, by special request, gave "Simon the Cellarer." Sailors and soldiers are not supposed to know the intricacies of high musical art, but they certainly are good judges of a song and the manner in which it is sung. Mr. Marsh can compliment himself with the knowledge that he held all spectators bound with the beauty of his voice and the mastery in which he holds it under control.

Miss Florence Peel's vivacious singing of "Look the other way," and her sprightly dancing so captivated the audience that she had to reappear no less than three times, even then they were not satisfied and were renewing their demands when Mr. Mitchell announced the next item. Both the Misses Peel were recipients of handsome bouquets, the donors of which evidently had shown great taste in selecting appropriately selected by the company.

The programme concluded by "Rule Britannia" Private Townly playing the air on the cornet. As the band struck up "God save the Queen" the curtain again rose and the givers of the entertainment joined with the audience in singing that anthem that binds Britishers in all parts of the world as members of one body serving together for the advancement of civilization against ignorance, oppression and wrong.

We append the corrected programme—

- PART I.
- 1.—Selection.....Pantomime.....The Orchestra.
 - 2.—Song "You've got a long way to go".....Mr. H. B. Peel.
 - 3.—Recitation....."The Charge of the Light Brigade".....Mr. W. A. Ward.
 - 4.—Song "The Handy Man".....Mr. A. C. Ward.
 - 5.—Song "Listen to the Bells".....Miss H. Peel.
 - 6.—Song "The Handy Man".....Mr. A. C. Ward.
 - 7.—Song "The Handy Man".....Mr. A. C. Ward.
 - 8.—Song "The Handy Man".....Mr. A. C. Ward.
 - 9.—Song "The Handy Man".....Mr. A. C. Ward.
 - 10.—Song "The Handy Man".....Mr. A. C. Ward.
- Interval 15 Minutes.
- PART II.
- 11.—Selection.....Pantomime.....The Orchestra.
 - 12.—Song "You've got a long way to go".....Mr. H. B. Peel.
 - 13.—Recitation....."The Charge of the Light Brigade".....Mr. W. A. Ward.
 - 14.—Song "The Handy Man".....Mr. A. C. Ward.
 - 15.—Song "Listen to the Bells".....Miss H. Peel.
 - 16.—Song "The Handy Man".....Mr. A. C. Ward.
 - 17.—Song "The Handy Man".....Mr. A. C. Ward.
 - 18.—Song "The Handy Man".....Mr. A. C. Ward.
 - 19.—Song "The Handy Man".....Mr. A. C. Ward.
 - 20.—Song "The Handy Man".....Mr. A. C. Ward.

SANITARY MATTERS.

The following reports have been circulated among the members of the Sanitary Board and will come up for discussion at the meeting to be held this afternoon, a full report of which will be given in our to-morrow's issue.

REPLY RE TRUST SCHEME.

Colonial Secretary's Office,
May 1st, 1900.

Sir,—I am directed by the Officer Administering the Government to acknowledge the receipt of your letter No. 67 of the 27th ultimo, forwarding copy of a Resolution, passed by the Sanitary Board at a meeting held on the 26th ultimo, in which the Government is asked to set aside annually a fixed percentage of the assessed taxes and premia on land sales for the purpose of improving the Sanitation of Hongkong in such manner as the Sanitary Board with the approval of the Government may suggest.

In reply I am to state that His Excellency feels that the request made in the Resolution is too large a one for him in his capacity as Acting Governor only to deal with, but that as His Excellency is in sympathy with the object which the Board has in view he would suggest that the Board should draw up a scheme of what Sanitary improvements they consider necessary, which can be laid before the Governor on his return to the Colony.

(Sd.) J. H. MAY,
Acting Colonial Secretary.

Dr. W. Hartigan.—I think the Board have already given a list of works to be carried out at once.

Lieut. Col. Ryan, R. A. M. C.—"I think the suggestion of H. E. the Acting Governor an excellent one. A thorough scheme of Sanitary reform, including improvements of means dealing with epidemics, should be prepared by the Board."

EXPERIMENTS ON RAT POISONING IN SEWERS.

Sanitary Board Offices,
Hongkong, 24th April, 1900.

Sir,—Please lay before the Board for their information with a view to ascertain if they are desirous of these experiments being further continued. I am of opinion that no success can be expected, for rats apparently do not inhabit these small glazed pipe sewers with their steep grades and rapid flow, particularly when they get ample food above ground. The overseer who has been on these sewers for some 13 years has never seen a rat in them, and taking into account the fact that the cleaning discs are passed through the sewers about once a month it rather suggests a proof that they do not frequent them at all.

Mr. Wild, the Acting Government Analyst, and myself have experimented in 2 lengths of the High Street sewer from Canton street to Centre street and from Centre street to Pokfulam Road, 450 and 850 lineal feet respectively, (a neighbourhood which is reported to be greatly frequented by rats) and with no results.

The lengths tested were hermetically sealed to the tested lengths to catch any rats that might have been killed and brought away by the flush after opening the tested portions.

Experiment 1.—Material used—Potassium Cyanide 2 lbs, sulphuric Acid 7 lbs.

The Acid was diluted with four times its bulk of water. The hydrocyanic acid gas was generated in jars, each jar containing 2 lb of Cyanide and 2 pints of the diluted acid. Two jars were placed in each of three manholes.

One hour was allowed for the generation and spread of the gas, the sewer afterwards being flushed with water to ensure the spread of gas and to carry down dead rats. Test paper showed the presence of gas after being flushed with water. The percentage of poisonous gas in this test was about 12 per cent.

Experiment 2.—Material used—Potassium Cyanide 20 lbs Sulphuric Acid 10 lbs.

The acid was diluted and gas generated as in Exp. 1. In this case five manholes were used, three containing two generating jars with 2 lbs. of cyanide in each, the remaining two contained one and three jars respectively, these jars holding as before 2 lbs. cyanide. The experiment was carried out in a similar manner as before. The percentage of poisonous gas was about 15 per cent.

(Sd.) RICHARD F. DRURY,
Sanitary Surveyor.

Dr. W. Hartigan.—"Any one who was acquainted with Hongkong knew the experiments must fail."

The Principal Civil Medical Officer.—"I anticipated failure. Better stop these experiments as they are unsuited for Hongkong."

REMOVAL OF URINAL.

The following reply has been received from the Government relative to the request made at the last Board meeting.

Sir,—I am directed by the Officer Administering the Government to acknowledge the receipt of your letter No. 70 of the 27th inst. stating that the Sanitary Board asked for a re-consideration of the decision in the matter of the removal of the urinal at the west end of the Cricket ground.

In reply I am to state that owing to the location of the Hongkong Club and numerous other large buildings on the Praya Reclamation, a urinal for the use of the numerous chair and jimricksha coolies employed in connection with those buildings in the immediate vicinity is rendered absolutely necessary.

If the urinal referred to by the Board is removed it must therefore be removed to a site in the immediate vicinity, and to find such a site that will at the same time be free from objection is by no means easy, and may entail considerable expense.

A solution of the difficulty is under consideration and if the negotiations which are necessary to give effect to it are carried to a successful issue the Board will be informed in due course.

(Sd.) F. H. MAY.

30th April, 1900.

Mr. Jackle minutes—"The urinal would be considered a disgrace to any small village at home."

Dr. Hartigan.—"The place may be necessary, but it need not be unsightly. At present its site is only equalled by the Government latrines at St. John's Place and on McDonnell Road."

ADDITIONAL CATTLE SHEDS AT KENNEDY TOWN.

The D. P. W. being asked to report on resolution submitted by Sanitary Board at their last meeting said—

The last shed cost \$9,120 but as a site was already prepared and drained, etc., a new shed below the present cattle depots would cost about \$11,000. Shall I note it for 1901 estimates?

The Acting Colonial Secretary replied "This is necessary work and might be included in 1901 estimates."

H. E. the Officer Administering the Government approved.

H.B.M. Consul at Wuchow, P.F. Hauser, Esq., in a letter dated the 25th ultimo reports several cases of plague as having occurred in that city and suburbs during the previous few days.

UNFIT FOR HABITATION.

No. 1 Chuk Hing Lane, having been found to be so dark and so ill ventilated as to be dangerous to the health of the inmates it was proposed at the Board meeting to be declared unfit for human habitation.

PLAGUE AT FORMOSA.

The Plague returns from Bombay show 3,704 cases and 2,887 deaths from February 27th to March 26th, 1900.

Concerning the proposed Observation station under the Venice Sanitary Convention, the medical officer of Health recommends that the Sanitary Board should urge the Government to proceed at once with the building of premises suitable for a segregation camp at Lai Chi Kok and in view of the destruction done to matches and similar structures by typhoons, and the fact that although comparatively expensive structures they rapidly perish, he would suggest that buildings of brick or stone should be built one story high, with the streets running at right angles, to the foreshore. The buildings to accommodate ten persons and if required for two families they could be partitioned off. These buildings could be utilised to remove patients from badly stricken plague districts.

PLAGUE AT FORMOSA.

H.B.M. Consul at Tainan, W. J. Kenny, Esq., reports:—

No. of Cases.	No. of Deaths.	No. of Recoveries.	Under Treatment.	New Cases.
Taipei Ken. 134	103	19	12	7
Taipei Ken. 11	5	—	6	10
Tainan Ken. 136	93	20	23	19
Gilan Chio 1	—	—	—	—
Total	253	201	40	36

SANITARY SURVEYOR'S REPORT.

The following tables show:—

A. The work done during the quarter.

B. The number of repairs executed during the quarter.

C. The total work done since the Public Health Ordinance came into force.

Year.	No. of houses for which plans of drains have been received.	No. of houses for which plans of drains have been received.	No. of houses for which plans of drains have been received.	No. of houses for which plans of drains have been received.
1899 Carried forward	64	12	76	464
1900 1st quarter	4	—	4	166
	68	12	80	630
				550

Repair of Buildings.	No. of houses, plans of which have been received.	No. of houses, plans of which have been received.	No. of houses, plans of which have been received.	No. of houses, plans of which have been received.
Carried forward from 1899	26	183	157	
1900 1st quarter	7	104	97	
	33	287	354	

Years.	No. of houses for which plans of drains have been received.	No. of houses for which plans of drains have been received.	No. of houses for which plans of drains have been received.	No. of houses for which plans of drains have been received.
1889 to 1899 Inclusive	10956	9957	535	464
1900 1st qtr.	166	68	12	630
	11122	10025	547	3276

LIMEWASHING.

Mr. Dandy, Chief Inspector reports:—The period for the Central District has now expired, with 7 days grace, and still according to notifications of intention sent in 535 houses still require limewashing. It is possible that a good proportion of these houses have been done without notification. The Inspector is, however, now devoting himself to prosecuting all owners of above houses for (a) Not cleansing and limewashing (b) "Failing to notify the Department of intention to cleanse" on either or both counts.

This work is proceeding as quickly as possible, regarding lack of facilities at the Land office to quickly obtain the requisite names of owners of the various houses.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held at noon on Monday, the 7th May, there were present: Hon. R. M. Gray, (Chairman), Messrs. H. M. Davis, A. Haupt, A. M. Marshall, R. L. Richardson, C. S. Sharp, N. A. Siebs, Hon. Herbert Smith, and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the last monthly meeting (held 18th April) were read and confirmed.

ELECTION OF COMMITTEES.

On the motion of the Chairman, seconded by Mr. Davis, the following members were elected as the corresponding committee:—The Chairman, Vice-Chairman, Hon. H. Smith, and Mr. A. M. Marshall.

The Chairman then proposed, and the Hon. H. Smith seconded, that the Arbitration Committee should be composed of the following:—Messrs. H. M. Davis, A. Haupt, R. L. Richardson, C. S. Sharp, and N. A. Siebs.

Carried unanimously.

THE CHAMBER'S REPRESENTATIVE IN THE LEGISLATIVE COUNCIL.

Read letter from the Acting Colonial Secretary, dated 4th May, in reply to the Chamber's letter of 30th April announcing the nomination of Mr. Herbert Smith at a special general meeting of the members, stating that His Excellency the Officer Administering the Government had in consequence been pleased to appoint Mr. Smith to be member of the Legislative Council *vice* Mr. T. H. Whitehead on leave of absence, subject to confirmation by Her Majesty.

REDUCTION OF CABLE RATES.

Read letter from San Francisco Chamber of Commerce, dated 29th March, stating that since writing on the 28th December last, a reply had been received from the Western Union Telegraph Company, together with correspondence from their London branch, copies of which documents were enclosed, and from which the San Francisco Chamber concluded there were good prospects of an early reduction in rates.

The Secretary said the correspondence simply referred to the proposal made by the Telegraph Companies to the British Government for a reduction in the tariff under certain conditions, the terms of which had already been laid before the Chamber.

POSTAL COMPLAINT FROM MANILA.

The Secretary reported that, on the 21st April a letter had been addressed to the Acting Postmaster General setting out the complaint made by the Manila Chamber of the late receipt of European mails forwarded through Hongkong, and that a reply had been received stating that instructions had been issued that would prevent a recurrence of the same cause of complaint. A copy of the Postmaster's letter had been despatched to the Manila Chamber with a statement of what had been done.

PIRACIES ON THE WEST RIVER.

On this question, the Secretary reported that on the 26th April, a further letter had been addressed to the Government stating, in reference to the route to be patrolled from Samshui to the sea, that the consensus of opinion among those engaged in the navigation of the West River was that the route should be that now generally in use, viz., Wangmoon, Sailam, and Junction Channels and the West River between Kongmoon and Samshui.

Read reply received on the 4th inst., announcing that the Naval Authorities, in deference to this opinion, had given directions for the patrol of the route mentioned by the Chamber.

AMOI AND THE FORMOSA TEA TRADE.

A letter having been received from the Amoy Chamber of Commerce, enclosing copy of a further despatch addressed by that body to the British Minister at Tokyo, protesting against the imposition of a discriminating duty on teas shipped from Formosa to the United States or Europe *via* Chinese ports or Hongkong, and requesting the co-operation of this Chamber.

Further letter in support of the Amoy Chamber's representations, passed on the 28th April, despatched to Sir Ernest Satow by the Chamber, expressing the opinion that the levy of this discriminating duty was an infringement of the terms of the Treaty of 1894, and hoping that His Excellency would succeed in obtaining its removal.

A copy of the above letter was also forwarded for the information of H. E. the officer administering the Government of Hongkong.

A reply had since been despatched to the Amoy Chamber enclosing copy of the despatch addressed to the British minister at Tokyo. This concluded the business.

PIRACIES ON THE WEST RIVER.

Hongkong General Chamber of Commerce, Hongkong, 30th April, 1900.

Sir,—Adverting to my letter of the 20th inst. with reference to Admiral Seymour's suggestion that one route only should be used by merchant steamers from Samshui to the sea, and in which he indicates the "Broadway" as the most desirable, I am now in a position to give the result of the reference to those principally concerned.

All the masters of steamers engaged in the navigation of the river are unanimous in recommending that, instead of the "Broadway," the following route, which is more generally in use, should be patrolled by the war vessels, viz., Wangmoon, Sailam, and Junction Channels and the West River between Kongmoon and Samshui.

I have the honour to be, Sir,
Your most obedient servant,
W. CHATTERTON WILCOX,
Secretary.

To Hon. F. H. May, C.M.G., Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 4th May, 1900.

Sir,—With reference to your letter of the 26th ultimo suggesting a route to be patrolled by Her Majesty's ships with a view to the better protection of trade on the West River, I am directed to inform you that the Naval Authorities have given directions for the patrol of the route mentioned in your letter, namely from Samshui to the sea by Wangmoon, Sailam, and Junction Channels and the West River between Samshui and Kongmoon.

I have the honour to be, Sir,
Your most obedient servant,
F. H. MAY,
Acting Colonial Secretary.

AMOI AND THE FORMOSA TEA TRADE.

Amoy General Chamber of Commerce, Amoy, 30th April, 1900.

Sir,—I beg leave to enclose copy of a letter dated 5th instant addressed to Sir E. Satow, K.C.M.G., Her Majesty's Minister at Tokyo, on the subject of tea duties in Formosa.

The Chamber will be grateful to you if you can take any action in support of its representations.

I am, Sir,
Your obedient servant,
FRANCIS CASS,
Chairman.

R. M. Gray, Esquire, Chairman, Hongkong General Chamber of Commerce.

Amoy General Chamber of Commerce.

Amoy, 5th April, 1900.

Your Excellency.—This Chamber begs to acknowledge receipt of your despatch dated 18th December last, the contents of which have received careful consideration, and it has been resolved to again address you on the subject of export duties on teas shipped from Formosa.

The complaint which this Chamber makes is that the Japanese Government since the 3rd August last, despite the protest of shippers in Formosa, has levied and continues to levy a discriminating duty on teas shipped from Formosa in the following way:—

1.—If shipped *via* Japan for the United States and Europe a levy called a "Harbour Tax" of yen 1.00 per picul is levied. This tax can then be exported from Japan without further payment of duty.

2.—If shipped to the United States and Europe by any port in China or *via* Hongkong or elsewhere, other than Japan, an Export Duty of yen 1.60 is levied.

3.—If shipped *via* Hongkong and Japan for the United States and Europe, the duty of yen 1.00 per picul is still charged. Thus making the duty clearly one on a particular route.

It is true as you point out that the difference is but 60 sen per picul, but the Chamber submits that the actual amount is not so much the point as the principle involved, which it allows to pass unchallenged leaves no safeguard that the difference may not be accentuated until British shipping and the choice of the Suez route are handicapped out of evidence.

British Merchants in Amoy are vitally interested in the Formosa Tea Trade, it having been developed by them from absolutely nothing until the Chinese sovereignty of the island. Hitherto Amoy has been the emporium of Formosa Teas whence they are shipped to the United States and Europe, and to Java and the Straits, none being consumed in Japan and practically none in China either.

Amoy is the nearest port to Formosa available for ocean steamers and the natives engaged in the trade are all from Amoy. With these advantages Amoy merchants might naturally look to maintaining their position, provided equal Export duties are levied on shipments from Formosa, no matter what the destination may be.

In the statement above presented to you there is a clear case of injustice to British merchants whose trade, after some 30 years of building up, is threatened by means of discriminating duties in favour of a particular route.

With the near approach of the Tea Season your kind assistance is urgently asked to the end that the Japanese Government may be induced to remove the discriminating element in these Duties.

I have the honour to be,
Your Excellency's obedient servant,

FRANCIS CASS,
Chairman.

His Excellency, Sir Ernest Satow, K.C.M.G.,
Her Majesty's Envoy Extraordinary and Minister Plenipotentiary, Tokyo.

Hongkong General Chamber of Commerce.

Hongkong, 28th April, 1900.

Sir,—Referring to previous correspondence on the question of the imposition by the Formosan Government of a discriminating duty on teas shipped from Formosa to the United States or Europe *via* Chinese ports or Hongkong, this Chamber is in receipt of a further communication from the Amoy Chamber of Commerce stating that this duty is still being levied, in spite of protests on the subject.

I am therefore instructed to submit to your Excellency that the principle of imposing variable duty on different routes is a distinct infringement of par. 2 of Art. VIII. of the Treaty of 1894, which provides for the perfect equality of treatment of articles of export whatever the route or place of destination, and to express the hope that you will be able to induce the Japanese Government to relinquish the attempt to divert the export of Formosan teas from the channel it has for so many years taken, and which has proved most convenient to those engaged in trade.

I have the honour to be, Sir,
Your most obedient servant,
R. M. GRAY,
Chairman.

To His Excellency, Sir E. Satow, K.C.M.G., H. B. M.'s Minister Plenipotentiary, Tokyo.

Colonial Secretary's Office.

Hongkong, 30th April, 1900.

Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 23rd May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [577b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.10 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.

- 1.—That the capital of the Company be increased from \$100,000 to \$120,000 by the creation of 10,000 New Shares of \$10 each.
- 2.—That the New Shares be issued at such time or times and at such premium as the Directors may determine.
- 3.—That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [578b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.10 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:

That the following clause be substituted for Clause 37 of Table A:—The quorum "for all the purposes of a General Meeting" shall be not less than five members "present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [579b]

THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.

W. H. GASKELL, Secretary.

Hongkong, 17th April, 1900. [560b]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that all Parties who are Holders of Shares on the 4th May, and who wish to apply for the New Issue of Capital must Register their Holdings on or before the 21st May. The TRANSFER BOOKS will be CLOSED from the 22nd to the 28th instant, both days inclusive.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 7th May, 1900. [584b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION were passed.

- 1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and 8th March, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

- 2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL of \$25 be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900. [403b]

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has this Day been REMOVED from No. 55, PRAYA EAST, MARINE LOT 109, to Inland Lot 1508, BOW-RIE CANAL, near LEITCH HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.

L. MALLORY.

Hongkong, 1st May, 1900. [560b]

Auctions.

GOVERNMENT NOTIFICATION.

No. 190.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 14th day of May, 1900, at 3 P.M., are published for general information.

By Command, F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 21st April, 1900. [591b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 14th day of May, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Stone Nullah Lane, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regulation No.	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	190	Stone Nullah Lane	4000 250 500 510 1270 24	12 75	12 75

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [578b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.10 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:

That the following clause be substituted for Clause 37 of Table A:—The quorum "for all the purposes of a General Meeting" shall be not less than five members "present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [579b]

THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.

W. H. GASKELL, Secretary.

Hongkong, 17th April, 1900. [560b]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that all Parties who are Holders of Shares on the 4th May, and who wish to apply for the New Issue of Capital must Register their Holdings on or before the 21st May. The TRANSFER BOOKS will be CLOSED from the 22nd to the 28th instant, both days inclusive.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 7th May, 1900. [584b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION were passed.

- 1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and 8th March, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

- 2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL of \$25 be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900. [403b]

NOTICE OF REMOVAL.

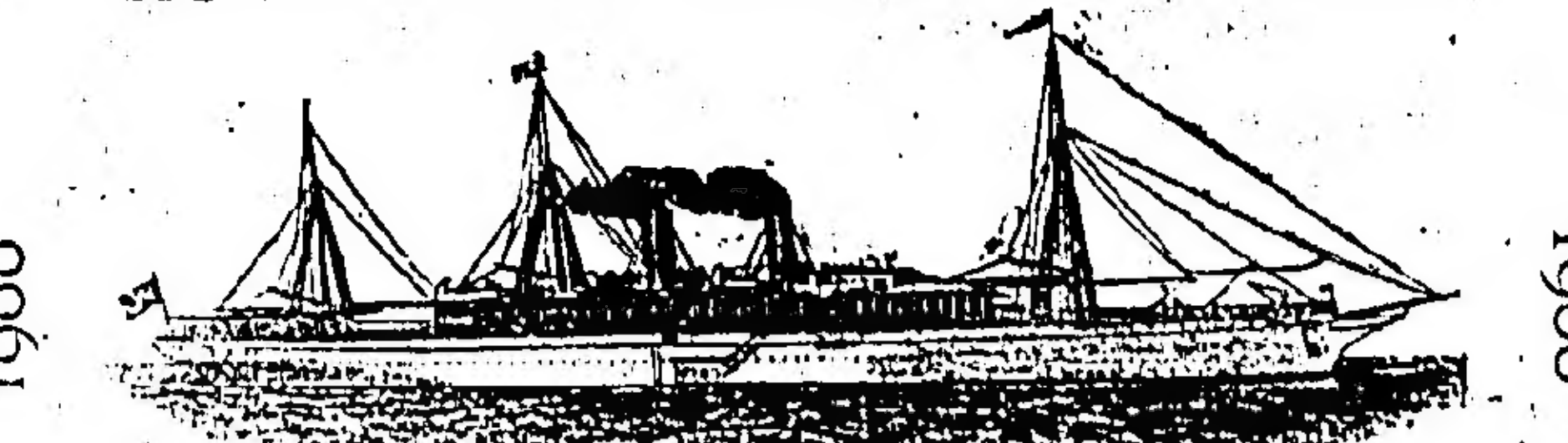
THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has this Day been REMOVED from No. 55, PRAYA EAST, MARINE LOT 109, to Inland Lot 1508, BOW-RIE CANAL, near LEITCH HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.

L. MALLORY.

Hongkong, 1st May, 1900. [560b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, P.O. Box 100, Hongkong.

Hongkong, 25th April, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Ship	Agent	Day
Duke of York	3,821 J. S. Cox	May 13
Victoria	3,502 J. S. Cox	May 29
Glenora	3,750 W. Frakes	July 3

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 10th May, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle... 5,023 about May 20

Belgian King... 3,379 about June 5

Thyria... 3,812 about July 8

THE Steamship "STRATHGYLE,"

will be despatched for SAN FRANCISCO, via SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 1st May, 1900. [28]

THE Company's Steamship "DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 1st May, 1900. [13]

THE Company's Steamship "NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 21st instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 9th May, 1900. [7]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 22nd May, at Noon.
MINAWA MARU.....	SHANGHAI, CHEMULPO and NAGASAKI.....	TUESDAY, 22nd May, at 4 P.M.
MIKE MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	FRIDAY, 25th May, at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 25th May, at 4 P.M.
FUTAMI MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	SATURDAY, 26th May, at Noon.
HAKATA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th May, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG.....	HAVRE and HAMBURG.	19th May.
Jacobs.....	(LONDON with transhipment in HAMBURG)	6th June.
*SARNIA.....	HAVRE and HAMBURG.	About 21st June.
Fuchs.....	(LONDON with transhipment in HAMBURG)	About 30th June.
AMBRIA.....	HAVRE and HAMBURG.	About 6th July.
Burmeister.....	(LONDON with transhipment in HAMBURG)	July.
SAMBIA.....	HAVRE and HAMBURG.	
G. Schmidt.....	(LONDON with transhipment in HAMBURG)	
REIBURG.....	HAVRE and HAMBURG.	
Feyen.....	(LONDON with transhipment in HAMBURG)	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 21st July, at Noon.

THE Steamship "NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA,

Intimations.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK
MAKERS JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
Awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 44 & 46, Queen's Road Central. [43]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT
SANTARY SOAP
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [37]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his new and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [40]

A CURE FOR ASTHMA!!!
GRIMAUD'S
INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stilling sensations,
Hoarseness, and Loss of voice, Nervous
coughs, Indigestion, Colds, with
Whooping, Drouthitis, I. C. C. C. C.
Catarhal, Rheumatism, and difficulty
in Expectoration, are promptly relieved
by these Cigarettes.

GRIMAUD & CO., Paris, Sdly, all Chemists

GRIMAUD'S
Matico Capsules
AND INJECTION

Renowned for its efficacy in curing
the most difficult cases of Gonorrhea,
Chloridia, and other venereal diseases,
this medicine is the only one of its kind
which does not cause the least irritation
of the system, and is the most reliable
of all remedies for these affections.

NATICO INJECTION is used to prevent
the return of the disease.

NATICO CAPSULES are the most reliable
of all remedies for these affections.

GRIMAUD & CO., Paris, Sdly, all Chemists

NOTICE.

Neither the CAPTAINS, nor the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:

Geo. T. RAY, British ship, Spencer—Siemens
& Co.

VISITORS AT THE HONGKONG
HOTEL.

Aitken, Mr. J. H. Angus, Mrs. John
Barrack, Mr. A. W. Bailey, Mr. W. S. B.
Blackburn, Com. R. N. Brown, Mr. J. W.
Carter, Mr. H. B. Clark, Dr. and Mrs. F.
Cohn, Mr. M. B. Collins, Mr. J. A. C.
Cram, Mr. K. H. K. Dallas, Mr. P. C.
Dennis, Mr. P. C. Dismore, Mr. G. M.
Drum, Miss E. Ellis, Mr. A. H. Eng-
land, Mr. L. Frank, Mr. C. Galvin, Mr. & Mrs. A.
Genge, Mr. Goddard, Capt. Hare, Mr. D. M.
Hartley, Mr. E. J. Herman, Mr. Hissian, Miss
Howard, Mr. Thos. Jones, Mr. J. A. R.
Joseph, Mr. and Mrs. E. S. Katsch, Mr. E. A.
Kelly, Mr. & Mrs. J. E. Klene, Mr. and Mrs. F.
Kingham, Mr. Kirkwood, Mr. J. Lach, Mr. G. M.
Lambie, Mr. & Mrs. P. Lane, Mr. S. L.
Lara, Mr. F. L. Lawton, Mr. E. P. 3 Bagnall—
children and maid Wilkinson, Mrs. Leggett, Mr. E. C.

EXCHANGE.

Hongkong, May 10th.
ON LONDON, Telegraphic Transfer1/11 1/2
" Bank Bills, on demand1/11 1/2
" Credits, 4 months' sight1/11 1/2
" D'ments, 4 months' sight2/-
ON BERLIN, (demand)M. 2.00
ON PARIS, Bank Bills, on demand2.40
" Credits, 4 months' sight2.50
ON NEW YORK, Bank Bills, on demand47 1/2
" Credits, 30 days' sight48 1/2
ON BOMBAY, Telegraphic Transfer44 1/2
" On demand45 1/2
ON SHANGHAI, Telegraphic Transfer7 1/4
" Private, 30 days' sight7 1/2
ON YOKOHAMA, T.T.31 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.16
Gold Leaf 100 to 100, per tael\$3.15
Bar Silver\$2.71
Dollarsper cent. prem.

The Share Market.

LATEST QUOTATIONS.

(May 10th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	300 % premium (buyers)
The Bank of China & Japan, Limited—(Preference).....	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary).....	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred).....	£ 1	£5.5 buyers
National Bank of China, Ltd., Do. Founders.....	£ 8	\$28
Do. Founders.....	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.....	\$ 50	\$250
China Traders' Ins. Co., Ltd.....	\$ 25	\$55
North China Ins. Co., Ltd.....	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.....	\$ 60	\$124
Canton Ins. Office, Ltd.....	\$ 50	\$130
Straits Ins. Co., Ltd.....	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.....	\$ 50	\$295
China Fire Ins. Co., Ltd.....	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.....	\$ 15	\$304
Indo-China Steam Navigation Co., Ltd. China & Manila S.S. Co., Ltd.....	£ 10	\$92
Douglas Steamship Co., Ltd.....	\$ 50	\$50
China Mutual S. N. Co., Ltd. (Pref.).....	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary).....	£ 5	£5
Star Ferry Co., Ltd. "Shell" Transport & Trading Co., Ltd.....	£ 100	£260
Refineries.		
China Sugar Refining Co., Ltd.....	\$ 100	\$127
Luzon Sugar Refining Co., Ltd.....	\$ 100	\$40
Mining.		
Punjom Mining Co., Ltd.....	\$ 7	\$6
Punjom Mining Preference Shares.....	\$ 1	\$1.20
Société Française des Chénages du Tonkin.....	Fcs. 250	\$300
Queen Miner, Ltd.....	25 cts.	\$0.20
Jebeu Mining and Trading Co., Ltd.....	\$ 5	\$13
Raub Allion Gold Mining Co., Ltd.....	15s. 10d.	\$55
Olivers Freehold Mines, Ltd. A.....	\$ 5	\$5
Olivers Freehold Mines, Ltd. B.....	\$ 4	\$4
Great Eastern & Caledonian Gold Mining Co., Ltd. (Preference).....	\$ 5	\$0.524
Do. (Preference).....	\$ 5	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd. Hongkong and Kowloon Wharf & Godown Co., Ltd.....	\$ 50	\$87 1/2
Wanchai Warehouse & Storage Co., Ltd. New Amoy Dock Co., Ltd.....	\$ 37 1/2	\$52 buyers
Do. (Preference).....	\$ 64	\$204
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd. Hongkong Land Investment & Agency Co., Ltd.....	\$ 50	\$125
Kowloon Land and Building Co., Ltd. West Point Building Co., Ltd.....	\$ 50	\$47
Hongkong Hotel Co., Ltd.....	\$ 50	\$117
Humphreys & Co., Ltd. Finance Co., Ltd.....	\$ 50	\$11
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. Ewo Cotton Spinning & Weaving Co., Ltd.....	\$100	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. Soy Chee Cotton Spinning Co., Ltd.....	\$100	Tls. 70
Yahloong Cotton Spinning Co., Ltd.....	\$100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.....	\$ 10	\$204
China-Borneo Co., Ltd. A. S. Watson & Co., Ltd.....	\$ 15	\$30
Watkins, Limited.....	\$ 10	\$164
Hongkong Electric Co., Limited.....	\$ 10	\$114
Hongkong Electric Co., Limited.....	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.....	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd. Geo. Fenwick & Co., Ltd.....	\$ 35	\$48
H'kong Ice Co., Ltd. H'kong High Level Tramways Co., Ltd. Dairy Farm Co., Ltd. Hongkong and China Bakery Co., Ltd.....	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.....	\$ 10	\$16
Bell's Asbestos East-ern Agency, Ltd. United Asbestos Oriental Agency, Ltd. Carmichael & Co., Ltd. Tebrau Planting Co., Ltd.....	£ 1	\$1 buyers
Do. (Preference).....	\$ 4	\$74
Do. (Preference).....	\$ 10	\$11
Do. (Preference).....	\$ 20	\$28
Do. (Preference).....	\$ 5	\$5
Do. (Preference).....	\$ 4	\$4

BENJAMIN KELLY & PORTER,

Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 143.

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Little, Master
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VESSELS IN PORT.

Steamers.

ABERGELDIE, British steamer, 2,438 J. Murray.
4th May—Portland, Or. via Japan Ports
28th Mar. Flour and General—Doddwell
& Co., Ltd.
ALBION, British steamer, 649, Johnston, 3rd
May—Bangkok via Koh-si-chang 25th
April. General—Jardine, Matheson & Co.
AMARA, British steamer, 1,553 G. J. Matock.
4th May—Saigon 3rd May, Rice and
Flour—Jardine, Matheson & Co.
BISAGNO, Italian steamer, 1,509 D. Maganzini.
Dante, 7th May—Bombay 21st April, and
Singapore 1st May, General—Carlowitz &
Co.
CARMARTHENSIRE, British steamer, 1,878 C.
H. Burch, 4th May—Kobe and Moji 29th
April. General—Butterfield & Swire.
CHINA, American steamer, 3,167 W. B.
Seabury, 6th May—San Francisco 7th
April, Yokohama 28th, and Shanghai 4th
May, Mail and General—P. & M. S. Co.
DEUTEROS, German steamer, 1,001 E. Peter-
sen, 9th May—Java 1st May, Sugar—
Siemens & Co.
DEVAYONGSE, British steamer, 1,057 R. Curtis.
17th April, Saigon 13th April, General—
Yuen Fat Hong.
FUKU MARU, Japanese steamer, 1,825 Y.
Hirayama, 6th May—Saigon 1st May,
Rice—Doddwell & Co., Ltd.
GERMANIA, German steamer, 1,774 L. Möller.
9th May—Saigon 4th May, Rice—Jensen
& Co.
HAIMUN, British steamer, 636 A. E. Hodgins.
8th May—Swatow 7th May, General—
Douglas, Laiprak & Co.
HINANG, British steamer, 1,536 Spencer.
Wild, 30th April, Moji 24th April, Coal.
—Jardine, Matheson & Co.
HOHIAO, French steamer, 509 J. C. Gerard.
7th May—Pakhoi and Hoihow 6th May,
General—A. R. Marty.
HOLSTEIN, German steamer, 985 C. Ipland.
7th May—Saigon 3rd May, Rice and
General—Jensen & Co.
HUE, French steamer, 704 P. Merlees, 9th
May—Haiphong and Hoihow 8th May,
General—A. R. Marty.
INDEPENDENT, German steamer, 871 A. Haliz.
12th April, Samarang 3rd April, General.
—Sander, Wieler & Co.
MENMUIR, British steamer, 1,286 R. W.
Almond, 7th May—Manila 4th May,
Hemp, Sugar and Sundries—Shewan,
Tomes & Co.
NANCHANG, British steamer, 1,060, Finlayson.
9th May—Saigon 3rd May, General—
Butterfield & Swire.
PHRA CHUL, CHOM, KLAU, British steamer,
1,012 E. E. McLellan, 6th May—Koh-si-
chang 28th April, and Swatow 5th May,
Rice and General—Yuen Fat Hong.
PHRA CHOM KLAU, British steamer, 1,011 J.
Fowler, 3rd May—Bangkok 23rd April,
and Koh-si-chang 26th, Rice, &c.—Butter-
field & Swire.
PROGRESS, German steamer, 687 P. Brandt.
7th April, Tauron 5th April, Rice and
General—Siemens & Co.
QUEEN DELADE, British steamer, 1,835 F.
McNair, 12th May—Saigon 26th April,
Rice—Doddwell & Co., Ltd.
ROMA, British steamer, 1,772 W. Storm, 7th
May—Cardiff 2nd March, Coal—Order.
ST. REGULUS, British steamer, 1,999 C. W.
McMullen, 7th May—Shanghai 4th May,
General—Doddwell & Co., Ltd.
SABINE RICKMERS, British steamer, 690 J. R.
Nasbet, R.N.R., 8th May—Canton 7th
May, General—Arnhold, Karberg & Co.
SISHAN, British steamer, 845 A. Jones, 7th
May—Saigon 3rd May, Rice—Bradley
& Co.
SIAM, British steamer, 992 H. N. Holton.
30th April, Bangkok via Koh-si-chang 21st
April, Rice and Timber—Bradley & Co.
SOCOTRA, British steamer, 3,896 Thos. H.
Hide, R.N.R., 9th May—London via
Singapore 4th May, General—P. & O. S. N. Co.
TAICHIOW, British steamer, 864 P. S. Primrose.
6th May—Bangkok 29th April, Timber
and Rice—Butterfield & Swire.
TAI LEI, German steamer, 888 T. Calender.
7th May—Saigon 3rd May, General—
Meyer & Co.
TANVUAN, British steamer, 1,459 R. Nelson.
26th Mar.—Melbourne 11th Feb., Sydney
27th, Townsville 3rd Mar., Thursday Island
8th, Port Darwin 11th, and Manila 23rd,
General—Butterfield & Swire.
TETARTOS, German steamer, 1,578 T. Dester.
4th May—Saigon 30th April, Rice—
Siemens & Co.
TSIRAN, British steamer, 1,459 O. Anderson.
8th May—Manila 5th May, General—
Butterfield & Swire.

Balling Vessels.

ESMERALDA, British schooner, 130 J. T. Har-
rison, 14th April, Guam 26th March,
General—Jardine, Matheson & Co.
FRANZ, Danish bark, 358, Pedersen, 23rd April.
—Barry 5th Oct., Trading and Anjer 12th
Feb., Coal—E. A. Treading & Co.
GEO. T. HAY, British ship, 1,647 Spicer, 30th
Mar.—Manila, (P. L. Mar., Ballast—
Siemens & Co.
NORMA, British 4-masted bark, 1,099 D. Mc-
Donnell, 21st April—Cardiff via Anjer 4th
October, Coal—Order.
RICKMER RICKMERS, German ship, 1,828.
Aaxates, 27th April—Cardiff 23rd April,
Coal—Arnhold, Karberg & Co.
SANTA CRUZ, American schooner, 150 O.
Keefe, 14th April—Yap 15th Mar., General.
H. SMITH, American ship, 1,800 E. C.
Colley, 27th Mar.—New York 28th Sept.,
Kerosine Oil—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, May 10th, 1900.
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd.
g. guns, 3,000 i.h.p., Commander G. G.
F. M. Craddock, Wei-hai-wei.
Algerine, sloop, 1,950 tons, 6 guns, 1,100 i.h.p.,
Comdr. R. H. J. Stewart, Nagasaki.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, Hongkong.
Barfleur, 1st class battleship, 13,000 tons, 14
guns, 13,163 i.h.p., Captain G. J. S. War-
render, Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 i.h.p., Commander A. H.
Smith-Dorrien, R.N., Manila.
British, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Commander Sir Bouchies Wrey,
Bart., en route Singapore.
Centurion, British flagship, 10,000 tons, 14 guns,
9,000 h.p., Capt. J. R. Jellicoe, Shanghai.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,
Com. C. W. W. Ingram, Hongkong.
Endymion, British cruiser, 7,350 tons, Capt. G.
A. Callaghan, Wei-hai-wei.
Est, coast defence gunboat, 363 tons, 3 guns,
200 i.h.p., Lieut.-Comdr. C. Chadwick,
Ichang.
Fame, twin screw, torpedo-boat destroyer, 360
tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes,
Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer,
260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, British cruiser, 4,360 tons, Capt. R.
S. D. Cumming, Shanghai.
Humber, storeship, 1,640 tons, 800 i.h.p., Com.
H. J. Davison, Hongkong.
Linnet, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Commander W. W.
Smythe, Singapore.
Orlando, British cruiser, 5,600 tons, Capt. J. H.
Barke, Hongkong.
Pearl, 1st class gunboat, 775 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode,
Shanghai.
Phoenix, British gunboat, 1,015 tons, Comdr.
R. G. Fracer, Shanghai.
Pique, 1st class gunboat, 750 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,
Philippines.
Pique, twin screw, 2nd class cruiser, 3,600 tons,
8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,
Singapore.
Plaver, 1st class gunboat, 453 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. U. V. de M.
Copper, Hongkong.
Redpole, British gunboat, 805 tons, Lieut.-Com.
C. F. Corbett, Shanghai.
Robin, British river-gunboat, 2 guns, Lieut.-
Com. G. G. Webster, on the West River.
Sandpiper, British river-gunboat, 2 guns, Lt.-
Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr.
Powell, U.B., Hongkong.
Terrick, British cruiser, 14,500 tons, 30 guns,
2,000 i.h.p., Captain Percy Scott, C.B.,
Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 200 i.h.p., Lieut.-Comdr. C. D. Roper,
on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 i.h.p., Capt. A. C. Clarke,
Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Lieut.-
Commander W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer,
360 tons, 5,400 i.h.p., Lieut.-Comdr. E.
Kelly, Hongkong.
Wolver, coast defence ship, 2,750 tons, 4 guns,
1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p.,
Lieut.-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p.,
Lieut.-Comdr. H. E. Hillman, on the
Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr.
José da Cunha Lima, Hongkong.
Presidente Sarin, Argentine cruiser, 2,850
tons, Capt. Beibeder, Manila.
Zaire, Portuguese gunboat, 528 tons, Captain
Nello, Hongkong.
Zenit, Austrian cruiser, 2,500 tons, Captain
Edward Thoman von Montalmai, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,500 h.p.,
Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1200
h.p., Captain Eliskis, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Dobrovolsky,
at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serebren-
nikoff, at Nagasaki.
Gremiatzki, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 2,000 h.p., Capt.
Mikhaevsky, at Nagasaki.
Koryeta, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Yakovlev,
at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nedvinsk, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Nagasaki.
Olanvny, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Coprianoff, at Nagasaki.
Petropavlovsk, Russian battleship, 12,000 tons,
Capt. Greiva, at Japan.
Rostin, Russian armoured cruiser, 12,200 tons,
22 guns, 14,500 h.p., Capt. Domojiroff, at
Nagasaki.
Rozhynskiy, Russian cruiser, 1,330 tons, Capt.
Komaroff, at Manila.
Rurik, Russian flagship, 10,940 tons, armoured
twin screw cruiser, 1st class, 48 guns,
13 guns, 8,500 i.h.p., Capt. Haupt, at Port Arthur.
Slavich, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Nagasaki.
Strovalykh, Russian battleship, 10,000 tons,
14 guns, 8,500 i.h.p., Capt. Molias, at Naga-
saki.
Strovalykh, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Soubatin,
at Nagasaki.
Suvaborg, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000
tons, 16 guns, Prince Ouchtomsky, at
Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchousky, at Nagasaki.
Vladik, Russian torpedo boat, 400 tons, 18
guns, twin screw, 1,500 h.p., Capt. Rogula,
at Nagasaki.
Zabinka, Russian cruiser, 1,330 tons, 20 guns,
3,000 h.p., Capt. Shkurff, at Nagasaki.

(1st and 2nd class.)

Forst, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Jantichnik, Russian torpedo boat, 87 tons, 4
guns, 370 h.p., 10 knots.
Wargen, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novorossiisk, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podorinsk, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Sikh, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Soolchik, Russian torpedo boat, 87 tons, 4 guns,
370 h.p., 10 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borzo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes 1,100 h.p., speed 22
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexieff.
† Flagship of Rear-Admiral F. V. Dubosoff.
† Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.

Bengali, 2nd class despatch-boat, Lt.-Comdr.
De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100
tons, 26 guns, 15,500 i.h.p., Capt. de
Marolles, at Japan.
Descartes, 2nd class protected cruiser, 4,000
tons, 36 guns 631 i.h.p., Captain Philibert,
at Kwang-chow-wan.
Eure, Dispatch-transport, Capt. Vallée, at
Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns,
8,000 h.p., Capt. Aubin, at Kwang-chow-
wan.
Kerassik, 3rd class cruiser, 1,300 tons, 13
guns, 2,200 i.h.p., Capt. de la Motte du
Fortail, at Saigon.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt.
Amet, at Kwang-chow-wan.
Pascal, 2nd class protected cruiser, 4,000 tons,
36 guns, 9,000 i.h.p., Capt. M. Motet, at
Yokohama.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p.,
Capt. Morret, at Saigon.
† Flagship of Vice-Admiral Courmelles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns,
9,000 h.p., Capt. Rollmann, at Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pohl,
at Singapore.
Hertha, German cruiser, 6,400 tons, Capt. S. v.
Udem, at Japan.
Iltis, German gunboat, 1,000 tons, 10 guns,
1,600 h.p., Capt. H. H. Lins, at Amoy.
Irene, German cruiser, 4